1. Enforcement of the Antiquities and Art Treasures Act, 1972, which *inter-alia* provides:

(i) Compulsory registration of certain categories of antiquities (sculptures in all media, paintings and illustrated and illuminated manuscripts);

(ii) Recording the movements of registered antiquities;

(iii) Dealing in antiquities to be restricted to licensed dealers; and

(iv) Restriction on export of antiquities.

2. Other measures include, (i) posting of Armed Guards in important centrally protected monuments|museums, (ii) maintenance of sculpture-sheds and Archaeological museums at important sites, (iii) tightening of watch and ward arrangements including appointment of Security Officers, (iv) posting of officers at important custom points to help the customs authorities and (v) setting up of Expert Advisory Committees for examination of art|craft objects to be exported.

3. After the ratification of the UNESCO Convention on the Means of Prohibiting Illicit Import, Export and Transfer of Cultural Properties in 1977, India is in a position to put claims for the return of stolen|lost antiquities and art treasures of Indian origin from the country where these are surfaced from the date of ratification.

4. An Antique Cell has been opened in the Central Bureau of Investigation for investigation into cases of thefts and loss of antiquities in 1974.

Utilisation of Power Plants

312. SHRI KRISHAN LAL SHARMA:
SHRI PRAMOD MAHAJAN:

Will the Minister of ENERGY be pleased to state:

(a) the names of the power-plants in the country, their individual capacity and average percentage utilisation during each of the last 3 years and the current year in the following sectors:

(i) Hydro Generation

(ii) Thermal generation

(iii) Oil Generation

(iv) Wind Power generation; and

(v) Solar Power generation;

(b) what are the International Standard percentages of utilisation; and

(c) what steps are being taken to bring up the percentage to the standard levels?

THE MINISTER OF STATE FOR ENERGY (SHRI BABANRAO DHAKNE): (a) to (c) The information is being collected and will be laid on the Table of the House.

Total loss due to grounding of A-320

313. SHRI ATAL BIHARI VAJPAYEE:
SHRI ASHWANI KUMAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) how many A-320 Airbuses remained off-flight and for how long in each case and how many flights could not be operated as a result thereof; and

(b) the estimated overall total loss so incurred, including depreciation of insurance, interest on overall investment, on pay of the staff and making the aircrafts serviceable again?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) Fourteen Airbus A-320 aircraft have remained on ground from 19-2-90 onwards. Four Airbus A-320 aircraft which were received during October 1990, have remained so from the date of their arrival.

Between 7th Sept. and 10 Oct. 1990, some of the A-320 aircraft were used for evacuation of our nationals from the Gulf region. Since 28 Oct. 1990, the A-320 aircraft have been reinducted in the external sector of Indian Airlines, and from 3rd Dec. 1990, they have been reinducted in the domestic sector as well. The reinduction is proceeding in a phased manner.

Due to grounding of these aircraft, on an average 64 daily flights could not be operated.

(b) The total loss during forty weeks of grounding is estimated at Rs. 171.60 crores at the rate of Rs. 4.29 crores per week.

New terminals at Bangalore Airport

314. SHRI B. K. HARIPRASAD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Bangalore airport is designed for about 1000 airivals and equal number of departures per day as against over 4000 passengers each day and over 50 tonnes of cargo being handled at present; and

(b) whether Government are planning a new terminal building at the airport and also a city terminal building for convenience of passengers as provided in several western countries; if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY FOR CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) The existing terminal building at Bangalore airport is not adequate for the present traffic.

(b) The National Airports Authority has plans for the expansion of the existing terminal building in phases, subject, however, to the availability of requisite land. There is no proposal to construct a city terminal building.

Anomalies in Kelkar Committee Report

315. SHRI ANANT RAM JAISWAL:

SHRI SIKANDER BAKHT:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that large number of inclusion and exclusion of drugs under price control after the submission of the Kelkar Committee report substantiate the charge that the entire report is based;

(b) if so, on which consideration such a report was accepted;

(c) whether it is a fact that his Ministry has initiated investigation regarding tie up between those who submitted the report and those who recommended its acceptance;

(d) what is the result of investigation and by when action would be taken;

(e) whether it is also a fact that number of complaints on this issue has been received in this connection; and

(f) if so, what are the details thereof and action taken on each?

THE MINISTER OF PETROLEUM AND CHEMICALS AND PARLIAMENTARY AFFAIRS (SHRI SATYA PRAKASH MALAVIYA): (a) and (b) Kelkar Committee Report was accepted in 1987 and on that basis Category II of Price Controlled Drugs was finalised.

(c) to (f) A number of representations were received with regard to wrong exclusion/inclusion of drugs from Price Control. These are being examined by by the Standing Committee constituted in Department of Chemicals & Petrochemicals under the Chairmanship of Secretary (C&PC).